

Rain or snow late tonight
and tomorrow.

The Washington Times

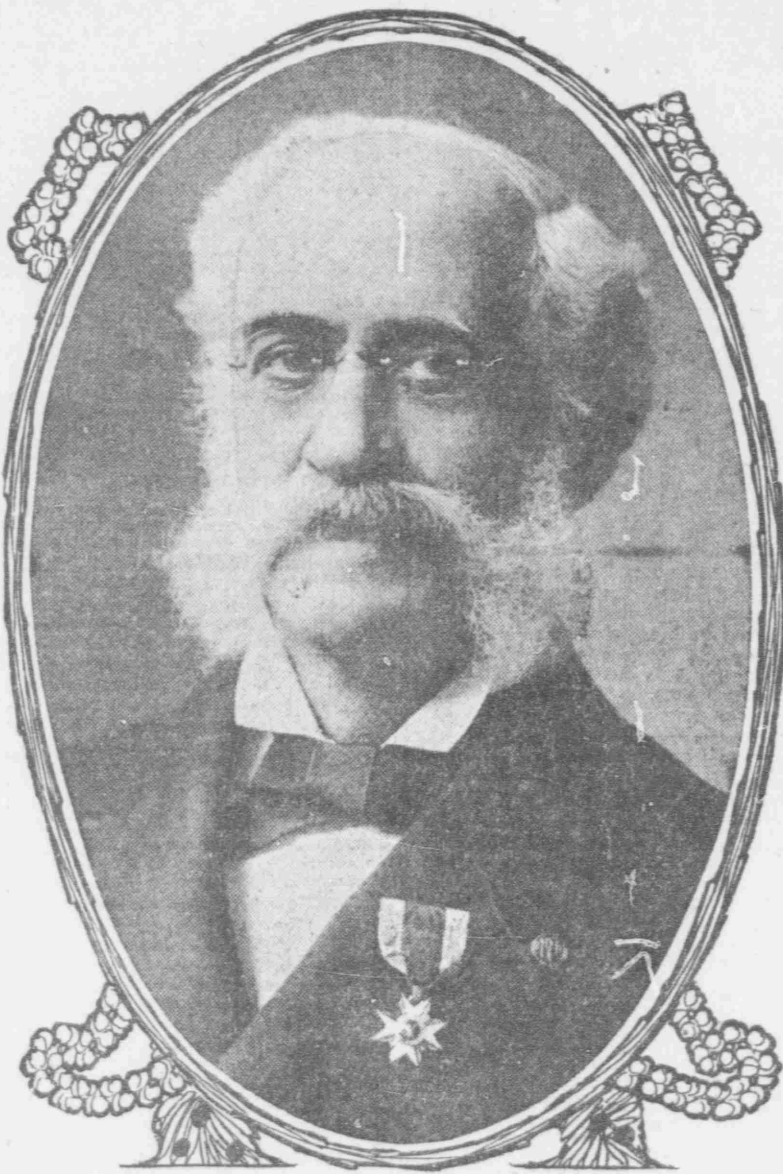
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WASHINGTON, SATURDAY EVENING, FEBRUARY 29, 1908.

PRICE ONE CENT.

Capt. Abraham Hart Is Thrown From Car; Seriously Injured



CAPT. ABRAHAM HART,
Who Was Seriously Injured by a Fall From a Street Car Today.

Hurled to Pavement as
Sharp Turn Is Made
at Corner.

Operation to Relieve
Pressure on the Brain.
Recovery Doubtful.

Thrown from the platform of a Capital Traction car as it swung around the corner of Eighteenth and U streets northwest, at 12:30 o'clock this morning, Capt. Abraham Hart, for many years in charge of the finances of Lansburgh & Brother, and one of the best known business men in Washington, is in a critical condition at the Georgetown University Hospital.

Captain Hart is suffering from severe injuries to his head and at noon an operation was performed by Dr. George Tully Vaughn to relieve the pressure on his brain.

Had Attended G. A. R. Meeting.
The injured man was returning to his apartment in the Romaine, 1829 V street northwest, after attending an installation of officers of the Department of the Potomac at Grand Army Hall, when the accident occurred.

Just before the car reached Eighteenth street he went out on the platform intending to get off at the next corner. As the car lurched around the curve, he was hurled from the platform, his head striking the pavement with great force. He was taken to the office of Dr. E. P. Magruder, in the Ashley apartment house, and his son, Samuel Hart, was summoned to the physician's office and assisted his father to his home.

Operation Necessary.
It was not thought at first that Captain Hart's injuries were serious. A few hours later there was a decided change for the worse and the family physician called in. After a consultation with Dr. Vaughn it was decided that an operation was necessary to save the man's life. He was hurried to the Georgetown Hospital in the ambulance.

Captain Hart is past commander of the Department of the Potomac and has always taken an active interest in Grand Army circles. For the last thirty years he has been connected with Lansburgh's.

It is said Mr. Hart rang the bell to stop the car just before it reached the sharp curve on U street, just before the larger curve into Eighteenth street. As he stepped on the rear platform, one witness said, the front car lurched into the short turn so quickly that Mr. Hart was hurled to the asphalt before he could recover himself.

**Anacostia Road
Sued for \$5,000
By Realty Broker**
Charging that he was assaulted by employees of the Anacostia and Potomac River Railroad Company when he demanded a transfer after paying his fare, and claiming damages for false arrest and imprisonment, James A. Andrews, a

(Continued on Second Page.)

ERROR IN BELT OF U. S. SHIPS, ASSERTS HILL

Tells Senate Naval Committee of Construction of Battle-ships.

Says Vessels Rarely
Ever Attain Service
Speed Calculated
For Them.

Having heard the Navy Department's side of the case through Rear Admirals Converse and Capps, the Senate Naval Committee today took the testimony of the officers who, by their lectures and published writings, are alleged to have given information to Henry Reuter, which he made the basis for his article criticizing the construction of American battleships and other features.

The first witness was Lieut. Commander Frank K. Hill, now on duty with the general board, who was named by the editor of McClure's Magazine as an expert on armor. He said that he was a member of the first committee of the general board which had everything to do with the fleet, movements of ships, strategy, etc.

His Specific Duty.
"You mean that you make plans in preparation for war?" asked Tillman.

"No, that is the duty of another committee, which prepares plans for possible hostilities, indicates the first step to be taken, etc., and then they are away for future reference, so that at any moment they are available."

Commander Hill said that his own special duty did not require him to make physical examination and inspection of the design or construction of the ships of the navy.

His attention being called to the criticisms in question and asked to make his own statement, Commander Hill said: "I would like to state at the outset that it is not for me to say before this committee or the public that our ships are not good. They are very good ships. But I believe there are certain specific errors in the ships which should be remedied, and the location of the water line of the armor belt of our ships is, in my opinion, one of these mistakes."

Hill then proposed to submit to the committee letters from a number of officers touching upon this question. He said he had taken these communications from the Secretary of the Navy to the purpose of preparing a report to submit to a board which, last October, the Secretary of the Navy expected to appoint to consider the matter. Closely questioned by Chairman Hale, witness admitted that he did not have the permission of the Secretary of the Navy to make these letters public, nor the two which he himself had written, giving his views. The committee, therefore, decided to take up in executive session the question of receiving these communications.

Continuing, Hill said that the question of the location of the proper water line was not a new one. It had been the subject of inquiry for years. So far as the thickness of the armor belt was concerned he believed that it was more than enough to protect our ships.

Error in Belt.
But the location of the belt was another thing, and it was there where the error lay.

He contended that the method now employed to determine the normal water line of the American ships is fundamentally wrong. To properly establish that line it was necessary that the percentage of the coal weight, compared with the entire displacement should be the same in each ship, and should be larger than it is now. The weight now put into a ship is not enough to establish a proper protective armor line distributed in such a manner as would be necessary when the ship went into battle.

Pointing out that in the two newest battleships, the Delaware and North Dakota, the normal line only allows 1,000 tons of coal aboard, although the capacity is 2,500 tons, Hill said that he would have more coal in the bunkers of the ships when they take their trial trips.

"Rarely," said he, "do our ships ever attain in service the speed reached in their trial."

"We've been paying for speed we never got," exclaimed Tillman. "Other words, the contractors have got the best of the bargain. If we've been cheated."

"The fact seems to be," concurred Hale, "that the trial trip does not disclose the real, actual, practical capacity of the ship as she will be in actual service."

Continuing, Commander Hill said that the same error had been made in other navies, but in Germany and England it had been recognized, and an attempt had been made to correct it in some of the ships.

Water Lines.
In the German navy the normal water line was calculated with full stores, full coal, and full ammunition aboard, and the armor belt is placed about midship along the line. In our latest battleships of the Delaware type the armor is six inches above the water line and seven feet six inches below, if loaded as the German ships are.

"That is a very great disparity," remarked Chairman Hale.

Hill said that he thought the Germans had gone too far, but he agreed with the board headed by Admiral Walker, which recommended that the normal line of the American ships should be calculated with at least two-thirds of their coal, stores and ammunition aboard.

"After an action," said Hill, "if our ships had only normal coal on board they would not be able to reap the

(Continued on Ninth Page.)

Carkins Fell Defending Sister, Paul Roy's Wife Tells Detective



MRS. PAUL E. ROY (GLACIA CALLA),
From the Painting, "The American Beauty," by Paul Jobert, the Famous French Artist, Exhibited at the Salon of 1903.

Singer Is Said to Have
Claimed Husband Fired
on Her in Quarrel.

Brother Chased Roy
Downstairs and Woman
Fled to Mother

NEW YORK, Feb. 29.—Glacia Calla's husband first fired at her and when her brother took her part killed him, according to a statement made today by Central Office Detective Deltsch.

Deltsch went to the opera singer and beauty to get her version of the affair and he says that she told him Paul E. Roy, her husband, who is now in prison in France, first fired at her. George A. Carkins, her brother, emptied his revolver at Roy and the latter replied with an aim better than Carkins'.

Carkins, according to the story that the light took place in the actress' home at Newington, N. H. After telling the story to Deltsch, the singer returned home to start proceedings for bringing her husband back to trial.

Deltsch related the woman's story of the affair as follows:

Quarrel With Husband.
"While I was dressing to go to an evening entertainment my husband accused me of bringing absurd French manners to our New England home. We quarreled, and he called me an awful name, and I replied in kind. He became infuriated, and shot at me once."

"I ran from the room screaming for my brother. He was in a lower room, and was intoxicated. He ran upstairs, and he and my husband had a terrible quarrel. Suddenly I saw my brother reach into his pocket and take out his revolver. He commenced firing at my husband, who ran down stairs, followed by my brother, George A. Carkins. In the front room Roy dodged about chairs until my husband ceased firing. As my brother stood up and asked him if he was through."

Ran to Mother's House.
"I ran out of the house to go to my mother's house. It was after I had gone that my brother rose to his feet and must have been running away from Roy because the two shots I heard sent bullets which penetrated his back. He fell dead there."

"My husband overtook me just as I reached my mother's doorstep. He told me that he had shot my brother to save his own life and told me that I would then stand by him. I was afraid of him, I felt that he would kill me and so I consented to the story of the suicide."

"But when I got away from him I told the truth. I loved my husband,"

(Continued on Sixth Page.)

**GAS REDUCTION
OBJECT OF BILL
OFFERED HOUSE**

District Should Have 80-
Cent Gas, Representative
Cary Thinks.

That sentiment is growing in Congress for a reduction in the price of gas in the District of Columbia, is proved by another bill on the subject.

Representative William J. Cary of Milwaukee introduced in the House late yesterday afternoon a bill to reduce the price from \$1 to 80 cents, the reduction to become effective after May 1, 1908.

Such a bill, coming from Mr. Cary, is especially significant, because, as a member of the city council of Milwaukee, he went through a long fight in his native city, which resulted in his people being given 75-cent gas. He is one of the few experts on gas in the House, and knows whereof he speaks.

Not only does he favor the reduction of the price of gas, but he also is in favor of the passage of a bill repealing the inflation clause of the legislation that is now on the statute books in the favor of the gas monopoly.

Mr. Cary's bill will not be allowed to go to sleep. He will make as vigorous a fight for cheaper gas as has been waged by Representative Madden, of Chicago, who, by the way, is another man well versed in the cost of gas production. Mr. Madden already has succeeded in bringing about a sentiment in the House for cheaper gas, and, with his efforts, re-enforced by the co-operation of a man like Cary on the committee that has to do with the subject, results are expected. Other members of the Committee on the District of Columbia, who are strong fighters for cheaper gas are Sims of Tennessee and Murphy of Wisconsin.

Never before have the chances for the gas prices being reduced been so bright.

**ENGLISH INVENTOR FINDS
WAY TO CHEAPEN LIGHTS**

LONDON, Feb. 29.—George Calvert, a young inventor, has discovered what metallurgists have been seeking for years—a cheap and efficient substance for platinum in incandescent lamps. Mr. Calvert's method is simply to enamel strips of copper wire in such a fashion as to enable the wire to be hermetically sealed to the lamp without oxydization, thus effecting a saving of over one-half in platinum.

**MRS. HUFTY DROPS
SUIT FOR SUPPORT
AGAINST HUSBAND**

Publicity Said to Have
Brought About Com-
promise.

An amicable agreement has been reached by Mrs. Mary Page Hufty and her husband, Attorney Malcolm Hufty, whom she sued for maintenance in the District Supreme Court Thursday.

Today Attorney Henry E. Davis, representing the beautiful Mrs. Hufty, appeared in court, and announced that his client wished to drop the proceedings against her husband.

While neither of the parties to the suit will discuss the matter, it is said Attorney Hufty has agreed to his wife's demand for \$100 a month. Mrs. Hufty did not ask for a divorce, nor were papers looking toward a permanent separation filed by her. The chief cause of complaint was the attorney's alleged predilection for ardent liquors.

Friends of the husband and wife say the suit was dropped because of the notoriety given the case. It is said a reconciliation will follow.

VISITOR TAKEN TO HOSPITAL.

Mrs. P. M. Olds, thirty-five years old, of New Orleans, was taken suddenly ill at the Hotel Engle this morning. She was taken to the Casualty Hospital in an ambulance.

THE WEATHER REPORT.

The weather is unsettled throughout the country, except along the Atlantic coast, and cloudy weather prevails, with snows in the lower lake and northern upper lake regions, rains in the central valleys, Virginia, and North Carolina, and snows and rains in the Northwest and extreme West.

Temperatures are much higher in the Ohio valley and the South, and somewhat lower in New England and portions of the extreme West.

The weather will be unsettled tonight and Sunday in the East and South, with occasional rains and snows.

Steamers departing today for European ports will have fresh northwest to north winds, fair Saturday, increasing cloudiness Sunday.

TEMPERATURE.
9 a. m. 31
12 noon. 27
1 p. m. 29
2 p. m. 42

SUN TABLE.
Sun rises. 6:33
Sun sets. 5:53

TIDE TABLE.
High water today. 6:16 p. m.
High water tomorrow, 6:30 a. m., 7:14 p. m.
Low water tomorrow, 1:40 a. m., 1:13 p. m.

ANOTHER BOMB KILLS TWO MORE IN SHAH'S CITY

Believed Outrage Was
Planned and That Infer-
nal Machine Explod-
ed Accidentally.

Many Suspects Arrested
Following the Attempt
Yesterday to Assassi-
nate Persian Ruler.

TEHERAN, Persia, Feb. 29.—Another bomb exploded in a secluded street here today and two persons were killed. The explosion is not yet fully explained, but is believed to have been accidental, the bomb having probably been intended for use elsewhere.

Several persons suspected of complicity in yesterday's plot to blow up the Shah, with a bomb, were arrested today. The police will give out no information, but it is rumored that one or two of the prisoners are men of high rank.

Much apprehension exists that the attempted assassination marks a renewal of the troubles, which recently convulsed Persia, a result of the liberal resistance to the Shah's efforts to override the constitution granted by his predecessor.

Though the ruler has ostensibly acquiesced in a constitutional government many of his subjects think he still plans a return to absolutism at the first favorable opportunity. Besides the three members of the Shah's suite killed and the twenty-one wounded by the bomb, it is now learned that a dozen or more persons in the crowd of spectators, which lined the street were wounded by shots the guard fired into the throng directly after the explosions.

Thrower of Bomb In Buenos Aires Thought Insane

Buenos Aires, Argentina, Feb. 29.—Solano Regia, the half-blood who threw a bomb at President J. Figueroa Alcorta, as the latter alighted from his carriage in front of his residence early last night, is being examined by a commission of alienists today.

Though it is believed he will be found insane, the police think it possible anarchists may have taken advantage of his mental infirmity to use him as their tool in an assassination plot. He is being closely questioned to determine whether there is ground for this suspicion, but thus far sticks to his original story that he had no accomplices.

The other men arrested immediately following Regia's attempt are held pending the result of the would-be assassin's examination. Their identities have not yet been fully established, and there is no case against them beyond the suspicious manner in which they were lurking about the President's home.

That the bomb failed to explode is attributed to its construction. It was made from a paint can, but the nature of the explosive it contained has not been definitely determined, owing to the difficulty of handling it safely.

Alcorta was a marvel of coolness, turning, after he had kicked the bomb to a distance, to reason with Regia, to whom he was talking when his aide-de-camp, Captain Anabia, seized the man.

Persian Diplomat Told of Attempt To Murder Shah

At the Persian legation this morning Gen. Morteza, Kahn, envoy extraordinary and minister plenipotentiary from the Shah to this country, said he received a cablegram confirming the report of the throwing of the bomb which killed two men and seriously injured another. He said the bomb had been hurled at the Shah and expressed his belief that it had been thrown by anarchists.

"I do not believe," said he, "that the throwing of these bombs indicate in any way a general or popular uprising. It would seem that this is the work of a few fanatics."

The general expressed himself as believing that the men perpetrating the outrages would soon be caught. He did not, he said, expect any general revolutionary movement.

What Congress Did

IN THE SENATE.
No session until Monday.
Hearing on the Reuter charges against the navy was resumed by the Senate Naval Affairs Committee. The House considered the military appropriation bill.

The Committee on Banking and Currency made a favorable report on the Fowler financial measure.

To Atlantic City Without Change.
Through parlor car via Pennsylvania Railroad beginning Monday, March 2, leaves Washington 12:30 p. m. weekdays, arrives Atlantic City 5:35 p. m. Consult Ticket Agents.—Adv.